I-10/SR 85 CORRIDOR PROFILE STUDY

CALIFORNIA STATELINE TO JUNCTION I-8

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Working Paper 1: Literature Review

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PREPARED FOR:

Arizona Department of Transportation

PREPARED BY:

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ABBREVIATION	NAME
AADT	Annual Average Daily Traffic
ADOT	Arizona Department of Transportation
AGFD	Arizona Game and Fish Department
BCA	Benefit-Cost Analysis
BqAZ	Building a Quality Arizona
CANAMEX	Canada – Mexico Freeway Corridor
CAG	Central Arizona Governments
CRIT	Colorado River Indian Tribes
DCR	Design Concept Report
DMS	Dynamic Message Sign
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FY	Fiscal Year
I	Interstate
L	Loop
LCCA	Life-Cycle Cost Analysis
LHMPO	Lake Havasu Metropolitan Planning Organization
LRTP	Long Range Transportation Plan
MAG	Maricopa Association of Governments
MP	Milepost
MPD	Multimodal Planning Division
N/A	Not Applicable
OP	Overpass
P2P	Planning to Programming
PARA	Planning Assistance for Rural Areas
POE	Port of Entry
RTP	Regional Transportation Plan
SHS	State Highway System
SR	State Route
SWAP	State Wildlife Action Plan
TI	Traffic Interchange
UP	Underpass
USDOT	United States Department of Transportation
VPD	Vehicles Per Day
WACOG	Western Arizona Council of Governments
YMPO	Yuma Metropolitan Planning Organization

1. INTRODUCTION

The Arizona Department of Transportation (ADOT) has identified eleven corridors considered essential in defining the overall health of the statewide transportation system, and is conducting a series of Corridor Profile Studies to plan for their desired performance. These Corridor Profile Studies will link the statewide plan, *What Moves You Arizona*, and the *Planning to Programming Linkage (P2P)*, which are part of a framework designed to integrate the planning and programming processes in a transparent, defensible, logical, and reproducible way.

The eleven corridors are being evaluated within three separate groupings.

The first three studies (**Round 1**) began in spring 2014, and encompass:

- I-17: SR 101L to I-40
- I-19: I-10 to Mexico International Border
- I-40: California State Line to I-17

The second round (**Round 2**) of studies, initiated in spring 2015, include:

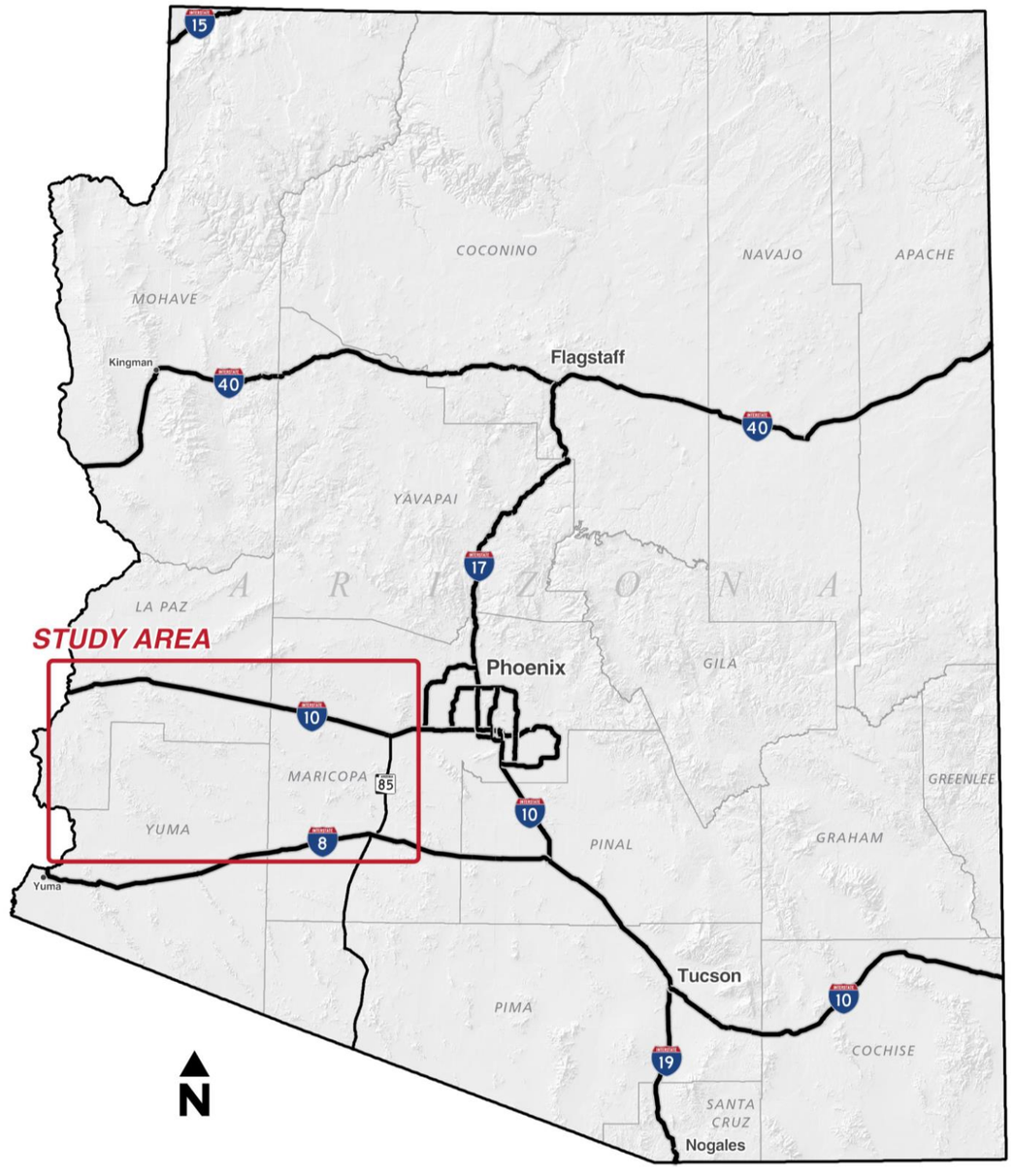
- I-8: California State Line to I-10
- I-40: I-17 to New Mexico State Line
- SR 95: I-8 to I-40

The third round (**Round 3**) of studies, initiated in November 2015, include:

- I-10: California State Line to SR 85 and SR 85: I-10 to I-8
- I-10: SR 202L to New Mexico State Line
- SR 87/SR 260/SR 377: SR 202L to I-40
- US 60/US 70: SR 79 to US 191 and US 191: US 70 to SR 80
- US 93/US 60: Nevada State Line to SR 303L

Interstate 10 (I-10) and State Route (SR) 85, depicted in Figure 1, is one of the strategic statewide corridors identified and the subject of this Corridor Profile Study (**Round 3**).

Figure 1: Corridor Study Area



1.1. Corridor Overview

The I-10/SR 85 provides an important connection from Southern California to economic and recreational opportunities in Central Arizona and other destinations to the east. I-10 is generally a 4-lane divided freeway from the California border to SR 85 while SR 85 is a two-lane highway facility connecting I-10 to I-8. Together, the two roadways provide a passage from Southern California to Tucson while bypassing the Metropolitan Phoenix Area.

Plans have been made to upgrade SR 85 to a freeway facility between I-10 and I-8, which will greatly increase accessibility for both freight and tourism travel. I-10 between California and SR 85 is a direct connection between Phoenix and Los Angeles. Similarly, SR 85 between I-10 and I-8 is both a bypass route for freight traffic wishing to avoid the Phoenix Area and a major corridor in the linkage between Phoenix and San Diego. Therefore, the entire corridor is considered an important connection for both freight and tourism travel in the state.

Another major consideration for this corridor is the role it plays in the CANAMEX system. CANAMEX is the name commonly used to describe a planned future roadway system that will connect Mexico to Canada though several U.S. states, Arizona included. The CANAMEX Corridor in Arizona is designated along I-10 from the Tucson area to I-8, west to SR 85, then along SR 85 between I-8 and I-10 and west along I-10 to Wickenburg Road. From there the corridor will travel north through Wickenburg, eventually to Las Vegas and beyond. The I-10/SR 85 corridor constitutes a large portion of the Arizona CANAMEX system, making it an important route in interstate and international travel.

1.2. Corridor Study Purpose

The I-10/SR 85 Corridor Profile Study purpose is to define a comprehensive corridor planning and programming approach to help make system-appropriate decisions. This is achieved by measuring corridor performance and using the findings to inform improvement solutions. Life-cycle cost analysis (LCCA) and risk assessment are applied in developing corridor recommendations. This Corridor Profile Study, along with similar studies for other statewide strategic corridors, will define a process to:

- Inventory past improvement recommendations,
- Assess the existing performance based on quantifiable performance measures,
- Define goals and objectives for the future of the corridor,
- Propose various solution sets to improve corridor performance in light of the objectives,
- Identify projects that provide quantifiable benefit relative to performance, and
- Prioritize the projects for future implementation.

1.3. Study Goals and Objectives

The primary objective of this study is to identify a recommended set of potential projects for consideration in future construction programs, derived from a transparent, defensible, logical, and replicable process. The I-10/SR 85 Corridor Profile Study will define solution sets and improvements that can be evaluated and ranked to determine which investments offer the greatest benefit to the corridor in terms of enhancing performance. Corridor benefits will be categorized by the following three investment types:

- **Preservation:** Activities that protect transportation infrastructure by sustaining asset condition or extending asset service life.
- **Modernization:** Highway improvements that upgrade efficiency, functionality, and safety without adding capacity.
- **Expansion:** Improvements that add transportation capacity through the addition of new facilities and/or services.

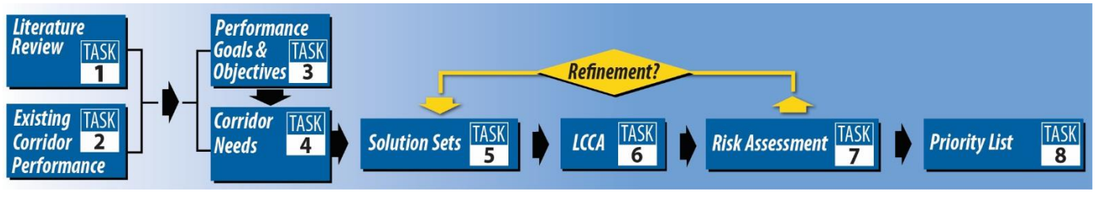
The study will identify potential actions to ensure the performance of the I-10/SR 85 corridor is maintained at acceptable levels. Proposed actions will be compared based on their risk to achieving desired performance levels, life-cycle costs, and cost-benefits to produce a prioritized list of projects that help achieve corridor goals. The following goals have been identified as the outcome of this study:

- Link project decision-making and investments on key corridors to strategic goals
- Match solutions with deficiencies in measured performance
- Prioritize improvements that cost-effectively preserve, modernize, and expand transportation infrastructure.

1.4. Study Process

The study process will be completed through eight tasks, as shown in Figure 2. The process consists of eight tasks where the final results will provide candidate projects for P2P prioritization and inform the upcoming statewide Long Range Transportation Plan (LRTP) Update.

Figure 2: Corridor Profile Study Process



- **Task 1** assesses work already completed in the corridor through a literature review
- **Task 2** determines existing corridor performance based on data collected for the identified performance areas (pavement, bridge, mobility, safety and freight)
- **Task 3** develops long-term goals and objectives that define how the corridor can be expected to function, its primary purpose and performance emphasis areas
- **Task 4** determines corridor needs by comparing existing conditions to expected performance
- **Task 5** formulates solutions to raise performance levels throughout the corridor with a focus on high need areas
- **Task 6** estimates the cost of solutions using life-cycle cost analysis (LCCA) and benefit-cost analysis (BCA) approaches to ensure a full understanding of the long-term costs to be managed
- **Task 7** performs a risk-based assessment to ensure that the solutions selected are the most effective at enhancing corridor performance. Where necessary, solutions can be modified to maximize their performance contribution.
- **Task 8** describes the strategic projects comprising the solutions using a Project Scoping Template

1.5. Study Location and Corridor Segments

The I-10/SR 85 extends from the California State Line (MP 0) to SR 85 (MP 113) on I-10 and from I-10 (MP 155) to I-8 (MP 118) on SR 85, which is approximately 150 miles. This corridor provides a bypass to downtown Phoenix from the south and west and connects I-10 and I-8. Identification of highway segments was determined based on roadway, traffic and jurisdictional characteristics to allow for the appropriate level of analysis for similar operating environments between segments. Fourteen segments have been identified as described in Table 1 and illustrated in Figure 3. Based on team input and data collection, the segment limits may be adjusted as the study progresses. Initial segmentation was completed as shown in Table 1.

1.6. Corridor History

Construction on I-10 in Arizona began in the mid-1950s, paralleling many historic routes across the state. It is a principal freight route connecting southern California ports with the Phoenix and Tucson metropolitan areas, as well as major metropolitan areas further east in New Mexico, Texas, and the Gulf States. ADOT has designated this route as a key commerce corridor in Arizona. The I-10/ SR 85 corridor functions as a Phoenix bypass route for trucks and passengers traveling between southern Arizona and southern California. The portion of I-10 identified for this study spans from the California border to SR 85 and is located in La Paz and Maricopa counties in Western Arizona.

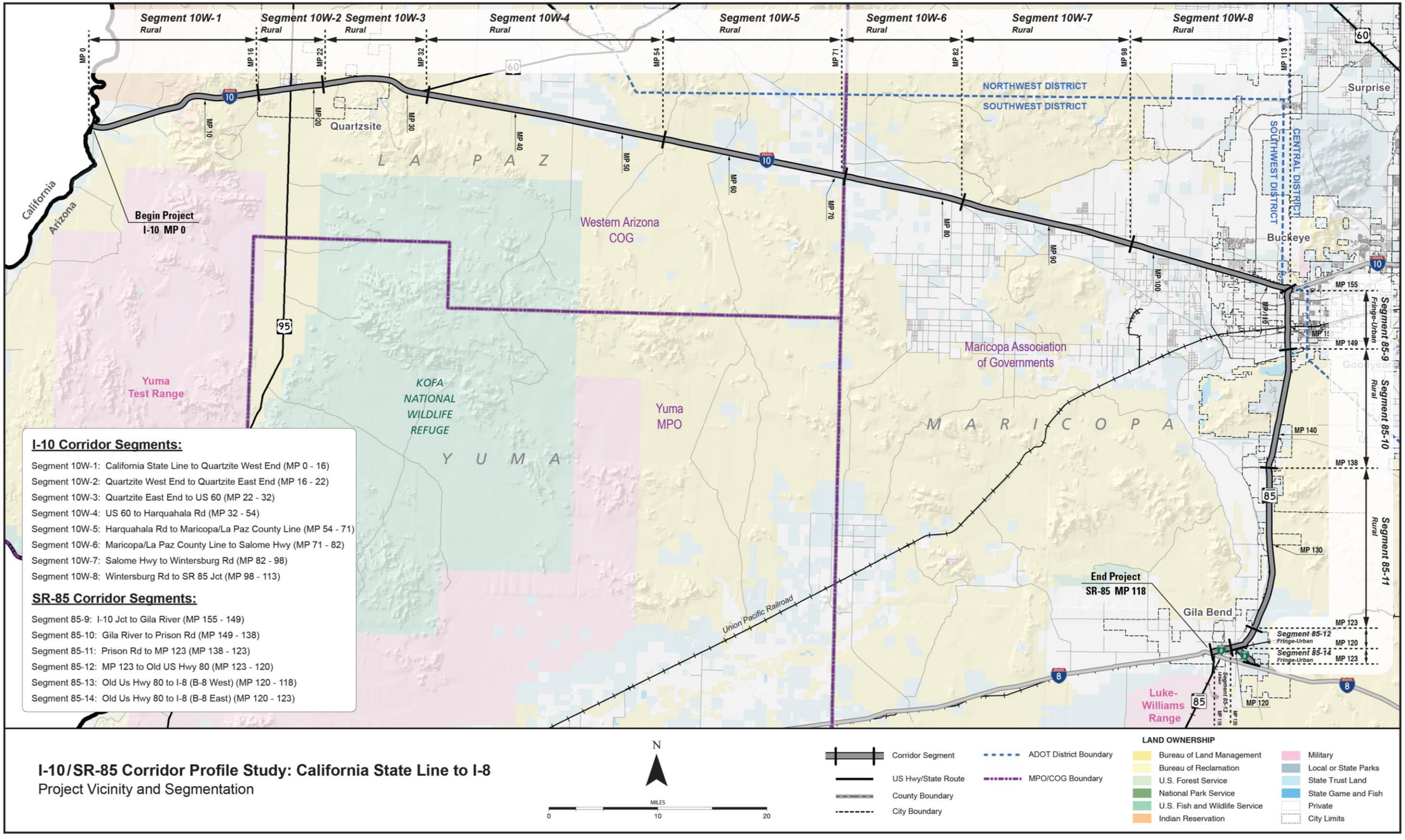
SR 85 is a 128-mile main north/south corridor in Arizona that connects to the U.S./Mexico border at Lukeville to Gila Bend/ I-8 and I-10. The segment of SR 85 between I-8 and I-10 replaced U.S. Route 80 in 1977, providing a critical connection for freight that needs to access the Phoenix area from points west near San Diego and points south from Mexico.

SR 85 between I-8 and I-10 and I-10 between SR 85 and Wickenburg Road are currently designated as a portion of the CANAMEX Corridor. CANAMEX is a planned corridor that connects Canada to Mexico through Arizona, Nevada, Utah, Idaho, and Montana. CANAMEX will be comprised of a series of existing roadways, which will be maintained as a high priority freight and tourism route within the United States. The Arizona portion of CANAMEX will utilize I-8 and SR 85 to bypass the Metropolitan Phoenix Area before bearing north toward Wickenburg and Las Vegas. This designation highlights SR 85 as a corridor of great importance for future international freight and tourism mobility.

Table 1: I-10/SR 85 Corridor Segments

Segment	Begin	End	Begin MP	End MP	Length (mi)	Thru Lanes	2014 AADT (VPD)	Character Description
10-1	California State Line	West Quartzsite	I-10 MP 0	I-10 MP 16	16	2 EB, 2 WB	16,000 - 20,000	This segment includes the Ehrenberg Port of Entry at milepost 3.8 which is a required checkpoint for commercial traffic entering Arizona. It is a four-lane divided section that has been classified as a rural operating environment.
10-2	West Quartzsite	East Quartzsite	I-10 MP 16	I-10 MP 22	6	2 EB, 2 WB	16,000 - 21,600	This segment passes through Quartzsite and includes the I-10/SR 95 junction. It is six miles long and sustains consistent traffic volumes on a four-lane section.
10-3	East Quartzsite	Jct US 60	I-10 MP 22	I-10 MP 32	10	2 EB, 2 WB	18,500 - 21,600	This segment is 10 miles long between the eastern border of Quartzite and the I-10/US 60 junction. It has been classified as a rural environment and it is mostly flat with traffic volumes 16,000 to over 20,000 vehicles per day.
10-4	Junction US 60	Harquehala Rd	I-10 MP 32	I-10 MP 54	22	2 EB, 2 WB	20,400 - 21,500	This segment is 22 miles long between the US 60 junction and Harquehala Road. It is a four-lane section that has been classified as a rural environment.
10-5	Harquehala Rd	La Paz/Maricopa County Border	I-10 MP 54	I-10 MP 71	17	2 EB, 2 WB	19,100 - 21,500	This segment runs from Eastern La Paz County to the Maricopa County border. It is 17 miles long and has been classified as a rural environment.
10-6	La Paz/Maricopa County Border	Salome Rd	I-10 MP 71	I-10 MP 82	11	2 EB, 2 WB	19,100 - 20,500	This segment is 11 miles long, includes two general purpose lanes in each direction, and has been classified as a rural environment.
10-7	Salome Rd	Wintersburg Rd	I-10 MP 82	I-10 MP 98	16	2 EB, 2 WB	20,500 - 25,500	This segment includes the Town of Tonopah. It is a four-lane section where traffic volumes begin to increase towards the east.
10-8	Wintersburg Rd	I-10/SR 85 Interchange	I-10 MP 98	I-10 MP 113, SR 85 MP 155	15	2 EB, 2 WB	25,500 - 32,200	This segment is 15 miles long and includes the portion of I-10 that serves as a principal evacuation route for the Palo Verde Nuclear Generating Station, which is located six miles south of I-10. It is a four-lane section, it has been classified as a rural environment, and it has over 25,000 vehicles per day.
85-9	I-10/SR 85 Interchange	Gila River (MP 149)	I-10 MP 113, SR 85 MP 155	SR 85 MP 149	6	2 EB, 2 WB	15,100 - 13,700	This segment is a four-lane section that connects I-10 south to the Gila River. It passes through the western portion on the Town of Buckeye and has been classified as a fringe urban operating environment.
85-10	Gila River (MP 149)	Patterson Rd/ Prison Access	SR 85 MP 149	SR 85 MP 138	11	2 NB, 2 SB	15,100 - 8,900	This segment is 11 miles long and is a four-lane divided section. The southern limit provides direct access to the Arizona State Prison complex.
85-11	Patterson Rd/ Prison Access	Gila Bend Limits	SR 85 MP 138	SR 85 MP 123	15	2 NB, 2 SB	8,900 - 10,600	This segment starts at the southern limits of Buckeye and ends at approximately the northern limits of Gila Bend. It is a four-lane divided section and has been classified as a rural environment.
85-12	Gila Bend Limits	Jct B-8	SR 85 MP 123	SR 85 MP 120	3	2 NB, 2 SB	10,600 - 12,000	This segment transitions to one lane in each direction on a non-divided section. The speed limit drops entering into Gila Bend and this segment has been classified as fringe urban.
85-13	Jct B-8	Jct I-8 WB	SR 85 MP 120	B-8 MP 118	2	2 EB, 2 WB, 1 LT	9,300 – 11,500	This segment starts at SR 85 and transitions onto B-8 through Gila Bend. It is a five-lane arterial section with a dedicated left-turn lane. This segment provides direct access to commercial businesses within Gila Bend and acts as an arterial roadway.
85-14	Jct B-8	Jct I-8 EB	SR 85 MP 120	B-8 MP 123	3	1 NB, 1 SB	12,000 – 12,100	This segment starts at SR 85 and transitions onto S Butterfield Trail. It is a two lane non-divided section that provides access to I-8 without going through Gila Bend. Various commercial businesses have direct access to this segment as well.

Figure 3: I-10/SR 85 Corridor Study Segmentation



2. LITERATURE REVIEW

Past planning and design studies related to the I-10/SR 85 Corridor were reviewed to understand the full context of previous planning and design efforts within and around the study area. These studies and relevant recommendations are summarized in Table 2 and Table 3, respectively, identified by type of project consisting of Preservation, Modernization, and Expansion. The studies originated from a range of sources, including local agencies, ADOT, MPOs, and other statewide transportation agencies. The review of these past studies provides an overview of the context in which I-10/SR 85 is currently operating as well as the future growth that is anticipated for the corridor. The I-10/SR 85 Corridor serves a vital function within the state by providing a significant amount of freight movement, especially considering its status as a Phoenix bypass for those traveling from Los Angeles to Tucson and farther east. An overview of relevant recommendations for the I-10/SR 85 corridor is shown graphically in Figure 4.

Past studies examined are listed as follows, grouped into the categories of Framework Studies, Regional Planning Studies, Planning Assistance for Rural Areas (PARA) and Small Area Transportation Studies (SATS), and Design Concept Reports (DCRs) or Project Assessments (PAs).

Framework Studies

- BQAZ Interstate 10- Hassayampa Valley Roadway Framework Study, 2007, MAG
- BQAZ Interstate 8 and 10 Hidden Valley, 2009, MAG
- Interstate 10- Phoenix to CA Border, Multimodal Corridor Profile Study, 2013, ADOT
- Corridor Concept Report: I-11 and Intermountain West Corridor Study, 2014, I-11 Core Agency Partners
- Access Management Study State Route 85, 2005, ADOT
- Multimodal Freight Analysis Study, 2008, ADOT
- Arizona Ports of Entry Study, 2014, ADOT
- Arizona's Key Commerce Corridors, 2013, ADOT
- State Transportation Improvement Program, FY 2016-2020; 2015, ADOT
- Western Arizona Human Service Transportation Coordination Plan Upgrade Serving Region IV, 2014, WACOG and LHMPO
- Arizona Statewide Dynamic Message Master Plan, 2011, ADOT
- Climbing and Passing Lane Prioritization Study, 2015, ADOT
- Statewide Bicycle and Pedestrian Plan Update, 2013, ADOT
- Arizona State Airport System Plan, 2008, ADOT
- Arizona State Rail Plan, 2011, ADOT
- Arizona Statewide Rail Framework Study, 2010, ADOT
- Arizona Statewide Rest Area Study, 2011, ADOT
- Bureau of Land Management Travel Management Plan, 2012, BLM
- Arizona Roadway Departure Safety Implementation Plan (RDSIP), 2012, ADOT

Regional Planning Studies

- La Paz County Comprehensive Plan, 2005, La Paz County
- Town of Quartzsite General Plan, 2014, Town of Quartzsite
- Town of Gila Bend General Plan, 2006, Gila Bend
- What Moves You Arizona; Long-Range Transportation Plan, 2011, ADOT
- Strategic Long-Range Transportation Plan for the Colorado River Indian Tribes, 2014, Colorado River Indian Tribes
- 2035 Regional Transportation Plan, 2014, Maricopa Association of Governments
- Southwest Area Transportation Study, 2003, MAG
- Tonopah/Arlington Area Plan, 2000, Maricopa County
- Arizona's State Wildlife Action Plan 2012-2022, 2012, Arizona Game & Fish Department

PARAs and SATS

- La Paz Transportation Planning Study, 2010, ADOT

DCRs and PAs

- US 60 – MP 42, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2015, ADOT
- MP 42 – Hovatter Road, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2013, ADOT
- Gas Line Road – County Line, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2011, ADOT
- Sun Valley Parkway TI, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2010, ADOT
- County Line – Salome Road, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2010, ADOT
- Bouse Wash Rest Area – Gas Line Road, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2009, ADOT
- Final Design Concept Report, SR 85 at Gila Bend, 2009, ADOT
- Initial Feasibility Report, Interstate 10 at Canamex T.I., Ehrenberg-Phoenix Highway, 2008, ADOT
- I-10 Right-of-Way Delineation/Feasibility Report, I-10: La Paz County Line to SR 85, Ehrenberg-Phoenix Highway, 2007, ADOT
- Ehrenberg POE – West Quartzsite, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2003, ADOT
- Salome – Burnt Wells, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment, 2003, ADOT
- Final Location/Design Concept Report, SR 85, Gila Bend to I-10, 2002, ADOT

Table 2: Relevant Studies and Plans

Document	Date Completed	Agency	Summary
Design Concept Reports and Project Assessments			
US 60 – MP 42, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment	2015	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 12.1-mile corridor. Scope included various types of maintenance needed in order to preserve pavement structural integrity and improve roadway ride and safety on this portion of I-10. The document also described current programming of the project in the Tentative ADOT 2016-2020 Five-Year Transportation Facilities Construction Program. Recommendations relevant to the I-10/SR 85 corridor include the following: • Pavement preservation and safety enhancements from MP 30 to MP 42 • Traffic counter system updates at MP 30
MP 42 – Hovatter Road, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment	2013	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 10-mile corridor. Scope included various types of maintenance needed in order to preserve pavement structural integrity and improve safety on this portion of I-10. The document also described current programming of the project in the ADOT 2013-2017 Five-Year Construction Program. The document does not contain currently programmed projects specific to the I-10/SR 85 corridor.
Gas Line Road – County Line, Ehrenburg-Phoenix Highway, I-10, Final Project Assessment	2011	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 7.8-mile corridor. The scope included various types of maintenance needed in order to preserve pavement structural integrity and improve ride and safety on this portion of I-10. The document also described current programming of the project in the ADOT 2011-2016 Five-Year Construction Program. The document does not contain currently programmed projects specific to the I-10/SR 85 corridor.
Sun Valley Parkway T.I., Ehrenberg-Phoenix Highway, I-10, Final Project Assessment	2010	ADOT	The final project assessment provided a scope of work for all needed pavement and maintenance tasks at the Sun Valley Parkway T.I. The scope included various types of maintenance needed in order to preserve pavement structural integrity and improve ride and safety on ramps and crossroad within the ADOT R/W. The document also provided recommendations for budgeting and programming project. The document does not contain currently programmed projects specific to the I-10/SR 85 corridor.
County Line – Salome Road, Ehrenburg-Phoenix Highway, I-10, Final Project Assessment	2010	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 9.2-mile corridor. The scope included various types of maintenance needed in order to preserve pavement structural integrity and improve ride and safety on this portion of I-10. The document also provided recommendations for budgeting and programming project. Recommendations relevant to the I-10/SR 85 corridor include the following: • Pavement preservation and safety enhancements from MP 70.8 to MP 80.8
Bouse Wash Rest Area – Gas Line Road, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment	2009	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 11-mile corridor. The scope included various types of maintenance needed in order to preserve pavement structural integrity. The document also provided recommendations for budgeting and programming project. The document does not contain currently programmed projects specific to the I-10/SR 85 corridor.
Initial Feasibility Report, Interstate 10 at Canamex T.I., Ehrenberg-Phoenix Highway	2008	ADOT	The feasibility study examined several alternatives for construction of the system interchange between I-10 and Hassayampa Freeway along the future Canamex Corridor. Canamex is a future planned corridor connecting Mexico to Canada which will be comprised of a system of freeways, a portion of which will run through Arizona. The Hassayampa Freeway is a future freeway system that will comprise a portion of the Canamex corridor and will interchange with I-10 in the vicinity of 355th Avenue near Tonopah, AZ. The study considered both locations and configurations of the interchange, finally recommending the alternative described. Recommendations relevant to the I-10/SR 85 corridor include the following: • Construct a system interchange between I-10 and the proposed Hassayampa Freeway (approximately MP 100)

Document	Date Completed	Agency	Summary
I-10 Right-of-Way Delineation/Feasibility Report, I-10: La Paz County Line to SR 85, Ehrenburg-Phoenix Highway	2007	ADOT	The feasibility study examines the Right-of-Way (R/W) currently owned by ADOT and compares this to the R/W that will be required when the I-10 is widened to its final configuration of 5 travel lanes in each direction. The report details the areas in which additional R/W will need to be acquired both along the mainline and at each traffic interchange (TI) in the study area. Recommendations relevant to the I-10/SR 85 corridor include the following: • Construct 2 new general purpose lanes and 1 HOV lane in each direction from I-10 MP 89 to SR 85 Junction (MP 113)
Ehrenberg POE– West Quartzsite, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment	2003	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 10-mile corridor. Scope included various types of maintenance needed in order to preserve pavement structural integrity and improve ride and safety on this portion of I-10. The document also described the project in the ADOT 2003 Five-Year Construction Program. Recommendations relevant to the I-10/SR 85 corridor include the following: • Modernization improvements at the Ehrenberg Port of Entry
Salome – Burnt Wells, Ehrenberg-Phoenix Highway, I-10, Final Project Assessment	2003	ADOT	The final project assessment provided a scope of work for pavement preservation and safety enhancements along the 10-mile corridor. The scope included various types of maintenance needed in order to preserve pavement structural integrity and safety on this portion of I-10. The document also described listing of the project in the ADOT 2003 Five-Year Construction Program. The document does not contain currently programmed projects specific to the I-10/SR 85 corridor.
Final Location/Design Concept Report, SR 85, Gila Bend to I-10	2002	ADOT	The final report details the recommended roadway expansion alternative along the 36.69-mile SR 85 and a portion of B-8 (I-8 business access). The report included alternatives analysis resulting in recommended mainline, frontage road, and median alternatives through several segments of the corridor. The recommended projects in the DCR that had not already been implemented at the time the DCR was completed were programmed in the 2003-2007 Tentative 5-Year Construction Program. It does not contain currently programmed projects specific to the I-10/SR 85 corridor.
Final Design Concept Report, SR 85 at Gila Bend	2009	ADOT	This DCR investigated options for extending SR 85 as a 4-lane controlled-access freeway through the town of Gila Bend, from the Gila Bend airport to I-8. The document recommends an option that would build a new freeway facility west of the existing SR 85 alignment and would interchange with I-8 between the existing East Gila Bend T.I. (I-8 interchange with B-8) and the existing West Gila Bend T.I. (I-8 interchange with existing SR 85). Recommendations relevant to the I-10/SR 85 corridor are as follows: • Construct a new 4-lane freeway facility through the Town of Gila Bend between the Gila Bend Airport and I-8 • Construct an access point (initially an at-grade crossing) at Gila Bend Airport Access Road (MP 121.7) • Construct a new system interchange at the SR 85/I-8 Junction
Framework Studies			
State Transportation Improvement Program, Fiscal Year 2016-2020	2015	ADOT	The program is a compilation of projects utilizing various federal funding programs and includes highway projects on the cities, counties, and state highway systems, as well as projects in the National Parks, US Forest Service, and Indian Reservation Roads. This is a four-year project list compiled in cooperation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Council of Governments (COGs), and the Metropolitan Planning Organizations (MPOs). Programmed projects relevant to the I-10/SR 85 corridor include the following: • Preservation improvements at West Quartzsite TI (MP 17) • Pavement preservation, safety enhancements, and traffic counter updates from MP 30 to MP 42 • Pavement preservation and safety enhancements from MP 70.8 to MP 80.8
Western Arizona Human Service Transportation Coordination Plan	2014	WACOG and LHMPO	The plan identifies transportation needs of individuals with disabilities, older adults, and people with low income. It prioritizes transportation services for funding and implementation through the available programs throughout the WACOG region within Mohave and La Paz Counties. It provides an overview of the transit activities, past and future, throughout the WACOG region in an effort to educate residents on the availability of transportation services. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.

Document	Date Completed	Agency	Summary
Corridor Concept Report: I-11 and Intermountain West Corridor Study	2014	I-11 Core Agency Partners	This study was initiated to determine whether justification exists for a new high-capacity, multimodal transportation corridor. A two-level of corridor screening alternatives was used, and resulted in recommended corridor alternatives. The study provided a high-level overview of the multimodal corridor opportunities and created the foundation for ensuing detailed alternatives analysis and environmental documentation. The results of this study also provide an initial implementation timeline for an interim corridor to serve as I-11. Throughout Arizona, this corridor is intended to provide multimodal options that could bring together rail, highway and other major infrastructure components in the future. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Arizona Ports of Entry Study	2013	ADOT	This report evaluates the 22 fixed sites and 14 locations operated by personnel who manage and perform inspections, provide permits, and perform other related duties. (It does not cover the border with Mexico.) The function of these ports of entry (POEs) is both to provide services to and enforce state and federal laws for interstate commercial vehicles entering and leaving the State of Arizona. The study contains information related to the current and future port conditions, as well as deficiencies and a set of recommendations for ADOT's POE operations over the next 20 years. Recommendations relevant to the I-10/SR 85 corridor include the following: • Modernization improvements at the Ehrenberg Port of Entry
Arizona's Key Commerce Corridors	2013	ADOT	Identification of corridors where transportation infrastructure improvements would best support potential commercial and economic benefits. The 20-year plan identifies the corridors critical to the promotion of trade and incorporates funding three areas of infrastructure improvements: Corridors, Borders, and Bridges. The focused strategy identifies improvements to obtain the greatest benefit for Arizona and proposes to increase available funding. The original vision evolved into a framework to improve mobility and efficiency, economic development potential and project related job creation. Recommendations relevant to the I-10/SR 85 corridor include the following: • Widen I-10 from 4 to 6 lanes of traffic between California border and MP 89 • Modernization improvements at the Ehrenberg Port of Entry • Construct 2 new general purpose lanes and 1 HOV lane in each direction from I-10 MP 89 to SR 85 Junction (MP 113) • Upgrade SR 85 to a 6-lane freeway with HOV lanes from MP 120 to MP 155

Document	Date Completed	Agency	Summary
Interstate 10 - Phoenix to California Border, Multimodal Corridor Profile Study	2013	ADOT	This study is holistic, multimodal (vehicular, transit, rail, air service) study for I-10 between the California border and downtown Phoenix. The main purpose for the study was to consolidate past planning recommendations for the I-10 corridor mostly within the MAG region in order to help build a clear vision for future transportation needs. Within La Paz county this study resulted in the evaluation an recommendation of potential future projects that meet the future needs of the corridor. Within Maricopa County, the RTP and I-10 Hassayampa Valley Roadwork Framework Study have documented the vision for the MAG Region. Thus, this study focused on brining the recommendations from all previous planning studies together in one place. Recommendations relevant to the I-10/SR 85 corridor include the following: • Widen I-10 from 4 to 6 lanes of traffic between California border and MP 89 • Construct a new TI at Posten Road (MP 1) • Modernization Improvements at the Ehrenberg Port of Entry • Construct a new TI at Tom Wells Road (MP 5) • Construct a new TI at Dome Rock Road (MP 11) • Preservation improvements at West Quartzsite TI (MP 17) • Preservation improvements at the Riggles Avenue TI (MP 19) • Preservation improvements at the Gold Nugget Road TI (MP 26) • Pavement preservation, safety enhancements, and traffic counter updates from MP 30 to MP 42 • Preservation improvements at US 60 TI (MP 31) • Preservation improvements at Harquahala/Hovatter Road TI (MP 53) • Preservation improvements at Salome Road TI (MP 81) • Construct new TI at 459th Avenue (MP 88.2) • Construct 2 new GP lanes and 1 HOV lane in each direction from I-10 MP 89 to SR 85 Junction (MP 113) • Construct a new TI at 443rd Avenue (MP 90.2) • Construct a new TI at 427th Avenue (MP 92.2) • Construct a new TI at 395th Avenue (MP 96.3) • Construct a new TI at 379th Avenue (MP 98.3) • Construct a system interchange between I-10 and the proposed Hassayampa Freeway (approximately MP 100) • Construct a new TI at 347th Avenue (MP 102.5) • Construct a new TI at Desert Creek Parkway (MP 105.5) • Construct a new TI at Johnson Road (MP 105.5) • Construct a new TI at Wilson Road (MP 110) • Modernize and upgrade the system interchange at the I-10/SR 85 Junction
Arizona Statewide Dynamic Message Master Plan	2011	ADOT	Dynamic Message Signs (DMS) is a continually developing technology that reports driver information and roadway conditions to motorists through electronically illuminated messages. There is no standard document or national set of criterion that guides the placement of DMS. The purpose of the Statewide DMS Master Plan is to provide specific justification, warrants, criteria, and consideration for permanent DMS design requirements for the Arizona highway system. The plan describes technical components, inventories existing DMS locations, establishes placement criteria, and proposes new DMS locations. Recommendations relevant to the I-10/SR 85 corridor include the following: • Install a new southbound DMS approaching the SR 85/SR 30 interchange (MP 153) • Install a new northbound DMS approaching the SR 85/I-10 interchange (MP 152) • Install a new northbound DMS approaching the SR 85/SR 30 interchange (MP150) • Install a new southbound DMS approaching the SR 85/I-8 interchange (MP 120)

Document	Date Completed	Agency	Summary
BQAZ I-8 and I-10 Hidden Valley Roadway Framework Study	2009	MAG	This long-range study was conducted by MAG to initiate the transportation planning process in areas that are expected to see major growth over the next 30 - 50 years. This study: • Prepared a comprehensive set of maps illustrating the area's natural and man-made environment; • Developed a conceptual network of transportation corridors for freeways, parkways, arterials, and public transit throughout the study area; • Modeled alternative transportation scenarios; • Identified potential traffic interchange locations on I-8, I-10, and proposed freeways; • Established access management strategies for high-capacity corridors to ensure safe and efficient operation of the roadways; • Integrated recommendations with results of the recently completed MAG Interstate 10 Hassayampa Valley Transportation Framework Study, which covered much of the area just north of the Hidden Valley study area; • Determined logical phasing of major transportation improvements; • Specified future corridors in which right-of-way should be preserved now; and • Examined alternative funding strategies. Recommendations relevant to the I-10/SR 85 corridor include the following: • Construct a system interchange between I-10 and the proposed Hassayampa Freeway (approximately MP 100) • Upgrade SR 85 to a 6-lane freeway with HOV lanes from MP 120 – MP 155 • Construct an at-grade crossing (future TI) at Buckeye Hills Drive (MP 144) • Construct a system TI between SR 85 and the proposed Hassayampa Freeway (approximately MP 141) • Construct a new TI at Patterson Road (MP 138) • Construct a new TI near MP 136 • Construct an at-grade crossing (future TI) at Woods Road (MP 134) • Construct a new TI near MP 133 • Construct a new TI at Pierpont Road (MP 131) • Construct an at-grade crossing (future TI) at Gila Mountain Road (MP 128) • Construct a new TI at De Anza Scenic Way (MP 122.5) • Construct a new system interchange at the SR 85/I-8 Junction
Multimodal Freight Analysis Study	2008	ADOT	ADOT completed the Multimodal Freight Analysis Study in 2008. This study addressed all modes of freight transportation in Arizona – trucking, rail and aviation – to provide a detailed assessment of critical freight issues and emerging trends, as well as their relationship to transportation policy and infrastructure. From this information, infrastructure needs and deficiencies were identified, as was a recommended strategy for including freight analysis as part of Arizona's long-range planning process. This study included the following: • Broad themes to guide future freight planning; • A description of how multimodal transportation networks impact the freight industry; • Potential impacts of freight strategies on economic development; • Strategy for freight data collection, analysis, and planning; and • Measurable indicators describing the impact of freight traffic on the performance of Arizona’s multimodal freight transportation network.

Document	Date Completed	Agency	Summary
BQAZ I-10 Hassayampa Valley Roadway Framework Study	2007	MAG	A long-range planning study conducted by the Maricopa Association of Governments to initiate the transportation planning process in areas that are expected to see major growth over the next 30 - 50 years. This study: • Laid out a conceptual network of north-south and east-west roadways, varying in functional classification, that will provide access throughout the study area and preserve I-10 as an interstate travel and freight corridor • Identified potential traffic interchange locations on I-10 and proposed high-capacity roadways; • Developed priorities for the next steps leading to ultimate construction of the proposed roadway network, regional connections and future I-10 interchanges; • Studied opportunities for alternative transportation modes; • Evaluated funding options, and assess the capacity of existing and potential sources of funding; and • Specified future corridors in which right-of-way should be preserved now. Recommendations relevant to the I-10/SR 85 corridor include the following: • Construct a new TI at 459th Avenue (MP 88.2) • Construct 2 new GP lanes and 1 HOV lane in each direction from I-10 MP 89 to SR 85 Junction (MP 113) • Construct a new TI at 443rd Avenue (MP 90.2) • Construct a new TI at 427th Avenue (MP 92.2) • Construct a new TI at 395th Avenue (MP 96.3) • Construct a new TI at 379th Avenue (MP 98.3) • Construct a system interchange between I-10 and the proposed Hassayampa Freeway (approximately MP 100) • Construct a new TI at 347th Avenue (MP 102.5) • Construct a new TI at Desert Creek Parkway (MP 105.5) • Construct a new TI at Johnson Road (MP 105.5) • Modernize and upgrade the system interchange at the I-10/SR 85 Junction • Upgrade SR 85 to a 6-lane freeway with HOV lanes from MP 120 to MP 155 • Construct an at-grade crossing (future TI) at Broadway Road (MP 153) • Construct an at-grade crossing (future TI) at Southern Avenue (MP 152) • Construct an at-grade crossing (future TI) at MC-85 (MP 150.5) • Construct an at-grade crossing (future TI) at Hazen Road (MP 149.5)

Document	Date Completed	Agency	Summary
Access Management Study SR 85	2005	ADOT	This study provides a cost-effective plan to manage access on SR 85 and provide guidance for future development next to this corridor during the time when the roadway is converted into an ultimate fully access controlled facility. Recommendations relevant to the I-10/SR 85 corridor include the following: • Construct an at-grade intersection (future TI) at Lower Buckeye Road (MP 154) • Construct an at-grade crossing (future TI) at Broadway Road (MP 153) • Construct an at-grade crossing (future TI) at Southern Avenue (MP 152) • Construct an at-grade crossing (future TI) at Baseline Road (MP 151) • Construct an at-grade crossing (future TI) at MC-85 (MP 150.5) • Construct an at-grade crossing (future TI) at Hazen Road (MP 149.5) • Construct an at-grade crossing (future TI) at Robbins Butte Wildlife Area Access (MP 147) • Construct an at-grade crossing (future TI) at Buckeye Hills Drive (MP 144) • Construct an at-grade crossing (future TI) at Riggs Road (MP 140.9) • Construct a new TI at Patterson Road (MP 138) • Construct a new TI near MP 136 • Construct an at-grade crossing (future TI) at Woods Road (MP 134) • Construct an at-grade crossing (future TI) at Gila Mountain Road (MP 128) • Construct an at-grade crossing (future TI) at Watermelon Road (MP 123) • Construct an at-grade crossing at Gila Bend Airport Access Road (MP 121.7) • Construct an at-grade intersection for full access at Maricopa Road (MP 120.7)
Climbing and Passing Lane Prioritization Study	2015	ADOT	The purpose of the 2013 Climbing and Passing Lane Prioritization Study was to refine the methodology used in previous plans to identify locations where passing and climbing lanes would benefit drivers on the Arizona highway system, and to recommend a list of climbing and passing lane improvements for phased implementation. The study serves as an update to the previous 2003 study, reflecting more recent data on mobility, safety, and construction feasibility. The report document describes the evaluation process, documents existing conditions, and proposes the construction of climbing and passing lanes in prioritization tiers. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Statewide Bicycle and Pedestrian Plan Update	2013	ADOT	The purpose of the 2013 ADOT Statewide Bicycle and Pedestrian Plan Update is to build off the long-term vision for a statewide system on interconnected and shared roadways and pedestrian and bicyle facilities offered in the 2003 plan. The 2013 update addresses the most critical bicycle and pedestrian transportation planning needs on the State Highway System (SHS), and outlines strategies to meet the plan goals and objectives for increased bicycle and pedestrian trips, safety, and infrastructure. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Arizona State Airport System Plan	2008	ADOT	The State Airport System Plan establishes a vision and provides an outlook of the state's aviation needs through 2030. The system planning process is designed to ensure ADOT remains responsive to air transportation needs by identifying roles and characteristics for existing and new airports. As airports in Arizona continue to evolve to respond to changes in the communities they serve and aviation industry trends, the performance measures established in the plan serve as a guide for balanced development. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.

Document	Date Completed	Agency	Summary
Arizona State Rail Plan	2011	ADOT	As a follow-on step to the Statewide Rail Framework Study (part of the BQAZ Statewide Transportation Planning Framework Program), ADOT initiated the preparation of a State Rail Plan that responds to the requirements of the 2008 Passenger Rail Investment and Improvement Act. The State Rail Plan is based on the research and findings of the Statewide Rail Framework Study completed in October 2009. The State Rail Plan provides a 20-year implementation program and capital plan for statewide rail investment that includes the enhancement of freight rail infrastructure, and identifies the steps to institute intercity passenger rail services along key routes. The State Rail Plan resulted in development of a Rail Action Plan for immediate, intermediate, and long-range timeframes, together with funding strategies. The plan identifies the CANAMEX Corridor as one of four “corridors of opportunity” for freight and passenger rail improvements. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Arizona Statewide Rail Framework Study	2010	ADOT	As a response to the growing demand for transportation infrastructure, the Arizona State Transportation Board (STB) allocated resources for a statewide collaborative planning process called “Building a Quality Arizona” or BQAZ to quantify transportation needs statewide and identify the full range of options to address those needs. A series of Regional Framework Studies were key inputs into the Statewide Transportation Planning Framework. As one of the Framework Studies, the Statewide Rail Framework Study has formulated a rail development program and investment strategy for the State of Arizona that leads to a healthy and sustainable multimodal transportation system for the movement of people and goods. The project included a thorough public outreach process, addressing rail transportation needs across Arizona, and considered existing conditions and estimated future needs for both freight rail and passenger rail, with the latter including potential high-speed, intercity and commuter service. These efforts were followed by an identification of key issues and development of strategic opportunities. To meet identified needs for improvements to the existing rail system, recommended implementation pursuits and specific action items have be specified, which include modifications to existing rail systems or the establishment of new facilities and services. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Arizona Statewide Rest Area Study	2011	ADOT	This is a follow-up to the 2000 Rest Area Master Plan that focused on updating rest stop condition information, forecasting needs for rest areas and developing a strategic plan for future decisions related to rest areas through 2031. Recommendations relevant to the I-10/SR 85 corridor include the following: • Parking expansion and rehabilitation of critical systems at Ehrenberg Rest Areas • Significant rehabilitation of critical systems at the Burt Well Rest Areas • Parking expansion and circulation (ramp realignment) improvements at Burt Well Rest Areas • Parking expansion and replacement of water and wastewater system components and repairs to other critical systems at the Bouse Wash Rest Areas
Bureau of Land Management Travel Management Plan	2012	BLM	The BLM has prepared the plan to understand travel and access to and with BLM lands. To ensure long term access across necessary Arizona state trust lanes, the BLM pursues access permits and/or rights. The document addresses BLM land south of I-10 but does not specifically provide recommendations for I-10. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Arizona Roadway Departure Safety Implementation Plan (RDSIP)	2012	FHWA	FHWA developed this implementation plan (in coordination with ADOT) with the goal of reducing roadway departure fatalities in Arizona by approximately 10-15 percent. The purpose of the plan is to propose low-cost countermeasures, key steps, schedules, and the investment needed as a basis for federal funding eligibility (HSIP funding). The plan proposed implementation (systematic or systemic) of the following low cost countermeasures coupled with targeted education and enforcement initiatives on roadways in Arizona based on 2004-2008 crash data: Rumble Strips (edge line, shoulder and/or centerline); guardrail upgrades; alignment delineation, lighting; curve signing and marking; high-friction surfaces; median barrier (cable median barrier); and tree removal. ADOT is currently evaluating the list of project locations to make specific project recommendations. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.

Document	Date Completed	Agency	Summary
Regional Planning Studies			
Strategic Long-Range Transportation Plan for the Colorado River Indian Tribes	2014	Colorado River Indian Tribes	This study defined study an updated Tribal Long Range Transportation Plan and a strategic plan for improvements over 5-, 10-, and 20-year periods, incorporating roadway and multimodal demands. Focus areas of the study included road maintenance, safety programs and also improvement plans for pedestrian, bicycle and transit systems. An inventory and functional classification system was included to aid in expanding the available funding levels and types. Recommendations relevant to the I-10/SR 85 corridor include the following: • Modernization improvements at the Ehrenberg Port of Entry
Town of Quartzite General Plan	2014	Town of Quartzite	The Town's guiding document for land use, transportation, quality of life, the environment and the economy. Used for short- and long-term goals, and provides guidance for actions within the next ten years. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
2035 Regional Transportation Plan	2014	MAG	This plan is a comprehensive, performance based, multi-modal and coordinated regional plan, leading up through 2035. It consists of all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. Recommendations relevant to the I-10/SR 85 corridor are as follows: • Upgrade SR 85 to a 6-lane freeway with HOV lanes from MP 120 to MP 155 • Construct a new system interchange at the SR 85/I-8 Junction
Arizona State Wildlife Action Plan/Wildlife Linkages Assessment	2012	AGFD	The State Wildlife Action Plan (SWAP) provides a 10-year vision for achievement, subject to adaptive management and improvement along the way. The plan covers the entire state, identifying wildlife and habitats in need of conservation, insight regarding the stressors to those resources, and suggests actions that can be taken to alleviate those stressors. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
What Moves You Arizona: Long-Range Transportation Plan	2011	ADOT	This plan defines visionary, investment choices Arizona will make over the next 25 years to maintain and improve its multimodal transportation system. A continuously evolving Plan, it: • Provides strategic direction to guide future investments in transportation • Documents existing conditions with an eye toward future trends that could influence both system performance and investment needs, as developed for the Plan's Transportation in Arizona (TIA) Report • Defines State transportation system goals, objectives and performance measures that reflect input from Arizona's stakeholders and transportation planning partners; • Incorporates the comprehensive land use and 2050 vision developed in Building a Quality Arizona as a framework for the State's desired future; • Recognizes that ADOT's role is evolving from a traditional highway agency toward a more multimodal transportation department; • Assesses future needs and anticipated revenues for the State's multimodal transportation network; • Considers an array of outcome-based programmatic investment choices to illustrate likely future system performance under different investment mixes; • Establishes ADOT'S preferred Recommended Investment Choice (RIC), which provides the Department with a capital investment strategy through 2035 while meeting federal and State Requirements for long-range statewide transportation planning; • Is fiscally constrained – the RIC at baseline includes no new taxes and applies realistic, conservative revenue growth rates coupled with modest assumptions about inflation; and • Focuses on implementation, not only through the development of the RIC, but also by acknowledging needed changes to mid- and long-range policies, planning and programming linkages, and interagency partnerships. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.

Document	Date Completed	Agency	Summary
Town of Buckeye 2007 General Plan Update	2007	Town of Buckeye	This policy document was created as a guide for decision-making related to development within the Town of Buckeye, AZ. It replaces the 1989 and 2001 Amended Buckeye Development Plan. The Town of Buckeye has experienced tremendous growth, with agricultural and desert lands being transformed to homes, businesses, and commercial areas. The General Plan specifies the future SR 85 freeway as a center for economic growth and expansion of downtown. The General Plan also references several proposed Traffic Interchanges along I-10 and SR 85 from other studies. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
Town of Gila Bend General Plan	2006	Gila Bend	This General Plan provides a vision for the Town and is comprised of Land Use, Circulation, Public Facilities and Services, and Housing elements that, taken together, provide a roadmap for growth and development in Gila Bend. The General Plan includes implementation strategies that will be carried forward when practical to guide the development of the town. It does not contain specific recommendations relevant to the I-10/SR 85 corridor.
La Paz County Comprehensive Plan	2005	La Paz County	The County's overall plan for development. The Plan consists of the following elements: • Land Use Element to provide for the proposed general distribution, location, and extent of land for housing, business, industry, public facilities, and open space. • Multimodal Transportation Element to identify the general location and extent of existing and proposed roadways as well as other forms of transportation including transit. • Environmental Element to identify environmental issues and provides strategies to preserve, conserve and enhance the natural environment. Recommendations relevant to the I-10/SR 85 corridor include the following • Modernization improvements at the Ehrenberg Port of Entry • Preservation improvements at Harquahala/Hovatter Road TI (MP 53)
Southwest Area Transportation Study	2003	MAG	This study is one of several background studies conducted in support of the regional transportation plan. While providing a stand-alone transportation blueprint for the southwest, including all or part of the jurisdictions of Avondale, Buckeye, Gila Bend, Goodyear, Litchfield Park, Phoenix, Tolleson, and the unincorporated areas of Maricopa County, the study provides additional local input and specific background information as well as recommendations for major transportation investments for the rapidly growing area for consideration in the regional transportation plan. Recommendations relevant to the I-10/SR 85 corridor include: • 2 new general purpose lanes and 1 HOV lane in each direction from I-10 MP 89 to SR 85 Junction (MP 113) • Upgrade SR 85 to a 6-lane freeway with HOV lanes from MP 120 to MP 155
Tonopah/Arlington Area Plan	2000	Maricopa County	The Tonopah/Arlington Area Plan provides a specific guide for decisions by the Planning and Zoning Commission and the Board of Supervisors concerning growth and development in the Tonopah/Arlington planning area. It is to be used by policy makers to guide decisions and serve as a reference for private sector decision making. The Area Plan elements contain a series of goals, objectives and policies used to define development standards, guide public investment, and public and private decision making. The document does not contain specific recommendations relevant to the I-10/SR 85 corridor.
PARA and SATS			
La Paz Transportation Planning Study	2010	ADOT	This Study developed 5, 10, and 20-year transportation plans, as well as an implementation program, to guide the County, Towns, and the CRIT in meeting transportation needs for the Study Area. It identified roadway and multimodal improvements to meet population growth and land use demands. Also included in the study was a feasibility assessment of funding and implementing the needed improvements, a long-range multimodal transportation plan and also tools for programming and funding of transportation improvements. Recommendations relevant to the I-10/SR 85 corridor include: • Construct a new TI at Posten Road • Modernization improvements at the Ehrenberg Port of Entry • Preservation improvements at the West Quartzsite TI (MP 17)

Table 3: Relevant Recommendations

Project #	Corridor	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Env. Doc. (Y/N)	Document
					Project Description	P	M	E	Program Year	Project No.		
1	I-10	0	89	89	Widen from 4 to 6 lanes			X	N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
2	I-10	1	1	-	Poston Road (New TI)			X	N/A	N/A	N	La Paz Transportation Planning Study
3	I-10	1.85	1.85	-	Ehrenberg Port of Entry Improvements		X		2016	010 LA 1 H6014 01C	N	Arizona Ports of Entry Study
N/A	I-10	4	4	-	Ehrenberg Rest Areas Parking Expansion and System Repairs			X	N/A	N/A	N	Arizona Statewide Rest Areas Study
4	I-10	5	5	-	Tom Wells Road (New TI)			X	N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
5	I-10	11	11	-	Dome Rock Road (New TI)			X	N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
6	I-10	17	17	-	West Quartzite TI Improvements	X			2016	H851701C	N	STIP, FY 2016-2020
7	I-10	19	19	-	Riggles Avenue; TI Improvements	X			N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
8	I-10	26	26	-	Gold Nugget Road; TI Improvements	X			N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
9	I-10	29.85	41.98	12.13	Pavement preservation, safety enhancements, and traffic counter updates	X			2016	010 LA 29 H8712 01D	N	STIP, FY 2016-2020
10	I-10	31	31	-	US 60; TI Improvements	X			N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
N/A	I-10	52	52	-	Bouse Wash Rest Areas Parking Expansion and System Repairs			X	N/A	N/A	N	Arizona Statewide Rest Areas Study
11	I-10	53	53	-	Harquahala / Hovatter Road; TI Improvements	X			N/A	N/A	N	La Paz County Comprehensive Plan
12	I-10	70.8	80.8	10	Pavement preservation and safety enhancements	X			2019	010 MA 70 H892301C	N	STIP, FY 2016-2020
13	I-10	81	81	-	Salome Road; TI improvements	X			N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
NA	I-10	82	82	-	Burt Well Rest Areas Parking Expansion and System Repairs			X	N/A	N/A	N	Arizona Statewide Rest Areas Study
14	I-10	88.2	88.2	-	459th Ave (New TI)			X	N/A	N/A	N	BQAZ
15	I-10	89	114	25	2 New GP Lanes, 1 HOV Lane in each direction			X	N/A	N/A	N	Arizona's Key Commerce Corridors
16	I-10	90.2	90.2	-	443rd Ave (New TI)			X	N/A	N/A	N	BQAZ

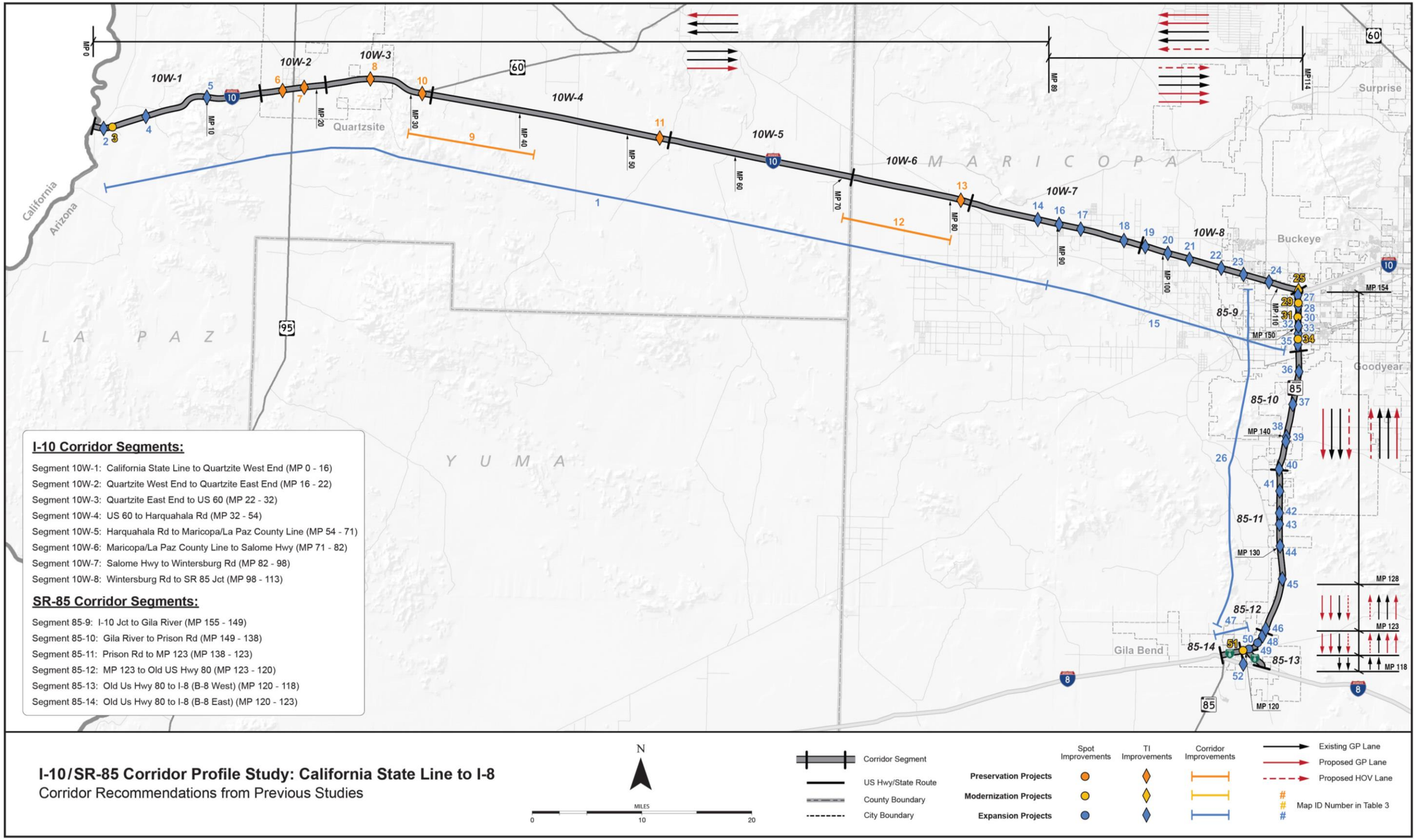
Project #	Corridor	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Env. Doc. (Y/N)	Document
					Project Description	P	M	E	Program Year	Project No.		
17	I-10	92.2	92.2	-	427th Ave (New TI)			X	N/A	N/A	N	BQAZ
18	I-10	96.3	96.3	-	395th Ave (New TI)			X	N/A	N/A	N	BQAZ
19	I-10	98.3	98.3	-	379th Ave (New TI)			X	N/A	N/A	N	BQAZ
20	I-10	100.45	100.45	-	System interchange I-10 to Hassayampa Freeway			X	Canceled	010 MA 101 H7079 01L	Y	BQAZ
21	I-10	102.5	102.5	-	347th Ave (New TI)			X	N/A	N/A	N	BQAZ
22	I-10	105.5	105.5	-	Desert Creek Parkway (New TI)			X	N/A	N/A	N	BQAZ
23	I-10	107.6	107.6	-	Johnson Road (New TI)			X	N/A	N/A	N	BQAZ
24	I-10	110	110	-	Wilson Road (New TI)			X	N/A	N/A	N	I-10 – Multimodal Corridor Profile Study
25	I-10	112.8	112.8	-	I-10/SR 85 Upgraded System TI		X		N/A	N/A	N	BQAZ
26	SR 85	120	155	35	Upgrade to 6 lane freeway with HOV lanes			X	N/A	N/A	N	2035 Regional Transportation Plan (MAG)
27	SR 85	154	154	-	At grade intersection/ future interchange location at Lower Buckeye Road			X	N/A	N/A	N	Access Management Study SR 85
28	SR 85	153	153	-	Broadway Road At-Grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
29	SR 85	153	153	-	SB DMS at SR 30/SR 85 Interchange		X		N/A	N/A	N	Arizona Statewide DMS Master Plan
30	SR 85	152	152	-	Southern Ave At-Grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
31	SR 85	152	152	-	NB DMS south of I-10/SR 85 TI		X		N/A	N/A	N	Arizona Statewide DMS Master Plan
32	SR 85	151	151	-	Baseline Rd At-Grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
33	SR 85	150.5	150.5	-	MC-85 At-Grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
34	SR 85	150	150	-	NB DMS at SR 30/SR 85 Interchange		X		N/A	N/A	N	Arizona Statewide DMS Master Plan
35	SR 85	149.5	149.5	-	Hazen Road At-Grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
36	SR 85	147	147	-	Robbins Butte Wildlife Area Access At-grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85

Project #	Corridor	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Env. Doc. (Y/N)	Document
					Project Description	P	M	E	Program Year	Project No.		
37	SR 85	144	144	-	Buckeye Hills Drive At-Grade crossing and future new TI			X	N/A	N/A	N	BQAZ
38	SR 85	141	141	-	Hassayampa Freeway, System TI			X	N/A	N/A	N	BQAZ
39	SR 85	140.9	140.9	-	Riggs Rd At grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
40	SR 85	138	138	-	Patterson Road (New TI)			X	N/A	N/A	N	BQAZ
41	SR 85	136	136	-	Future proposed TI Near MP 136			X	N/A	N/A	N	BQAZ
42	SR 85	134	134	-	Woods Rd At-Grade crossing and future new TI			X	N/A	N/A	N	BQAZ
43	SR 85	133	133	-	Proposed TI near MP133			X	N/A	N/A	N	BQAZ
44	SR 85	131	131	-	Pierpont Road (New TI)			X	N/A	N/A	N	BQAZ
45	SR 85	128	128	-	Gila Mountain Rd At-Grade crossing and future TI			X	N/A	N/A	N	BQAZ
46	SR 85	123	123	-	Watermelon Rd At Grade crossing and future TI			X	N/A	N/A	N	Access Management Study SR 85
47	SR 85	120.32	123	2.68	Construct a new 4-lane freeway facility from Gila Bend Airport to I-8 Interchange			X	N/A	NH-085-B(AOM)	N	Final DCR, SR 85 at Gila Bend
48	SR 85	122.5	122.5	-	De Anza Scenic Way (New TI)			X	N/A	N/A	N	BQAZ
49	SR 85	121.68	121.68	-	Gila Bend Airport Access Rd At-Grade crossing			X	N/A	N/A	N	Final DCR, SR 85 at Gila Bend
50	SR 85	120.68	120.68	-	Maricopa Rd At-Grade intersection for full access			X	N/A	N/A	N	Access Management Study SR 85
51	SR 85	120	120	-	SB DMS north of I-8 Junction		X		N/A	N/A	N	Arizona Statewide DMS Master Plan
52	SR 85	115	115	-	I-8 Proposed System TI			X	N/A	N/A	N	2035 Regional Transportation Plan (MAG)

Table 4: Projects Constructed On I-10 & SR 85 Corridor Since 2010

	TRACS	Begin MP	End MP	Date Completed	Description	Type
I-10						
010-A-(206)T	H798701C	0.01	0.1	June 2015	This project is located on I-10 in La Paz County at the border of Arizona and California. The project consists of constructing a shared use path and fencing	Modernization
IM 999-A(305)A	H823401P	0	32.0	May 2011	The project is located on I-10 and consists of roadways, including mainline and shoulders, receiving full width crack seal treatment.	Preservation
010-A-(207)A	H808201C	47	48	March 2012	The project is located on I-10 in La Paz County, beginning about two miles east of the Vicksburg Traffic Interchange. The work consists of repairs to existing dikes and includes placing, grading, and compacting borrow material, removing and replacing fence, erosion control and other related items of work.	Preservation
010-A-(207)A	H808202C	47	48	March 2014	The project is repairing existing dikes and includes placing, grading, and compacting borrow material, shotcrete, remove and replace fencing, erosion control and other related items.	Preservation
010-A-(208)T	H821201C	52	52	June 2013	The project is located in La Paz County, roughly 33 miles east of Quartzsite. The work includes improvements to the Bouse Wash Rest Area facilities including restrooms, well site, pump house, evaporation ponds, parking lots and related items.	Preservation
IM 999-A(305)A	H823401P	94	95	May 2011	The project is located on I-10 and consists of roadways, including mainline and shoulders, receiving full width crack seal treatment.	Preservation
303-A-NFA	H861001C	104	126.7	Ongoing	This project is at the newly-constructed I-10 and SR303L interchange in the City of Goodyear. The work consists of landscaping and irrigation, landform graphics, granite mulch and related items of work.	Preservation
010-A-(224)T	H863801C	80	112.30	February 2015	The project is located on I-10 in Maricopa County west of SR 85. The work consists of sealing cracks in the asphalt concrete pavement and other related work.	Preservation
SR 85						
ARRA-085B(200)A	H595514C	149	154.16	July 2011	This project is located on SR 85 from Southern Avenue to the I-10 junction and added capacity in both directions.	Expansion
085-B-(203)A	H640701C	120.28	121.53	December 2010	The project is located in Maricopa County, consisting of the realignment of Pima Street and Maricopa Road, the demolition of the SR 85/B-8 Interchange, and the construction of the Pima St./B-8 Intersection	Modernization
NH-085-B(201)A	H783401C	153	153	May 2011	The project is located within Maricopa County on SR 85 and I-10 TI ramps. The work consists of milling and replacing asphaltic concrete.	Preservation
ARRA-GBD0(200)A	SS77901C	120	118	October 2010	This project is located in Maricopa County within the Town of Gila Bend on Pima Street (B-8) from Scott Avenue to St. Louis Avenue. The work consists of installing sidewalk, crosswalks, landscaping and irrigation.	Modernization

Figure 4: I-10/SR 85 Previous Study Corridor Recommendations



3. CONCLUSIONS

Communication with ADOT Southwest District, Maricopa Association of Governments, and Western Arizona Council of Governments resulted in input on past investments, current needs, and anticipated future challenges for the I-10/SR 85 Corridor**.** A summary of this communication is provided below, with information grouped by the general topics discussed.

3.1. Agency Kickoff Meeting

An agency kickoff meeting for the Round 3 Corridor Profile Studies was held on November 17, 2015. The meeting provided an overview of the corridor profile studies, the purpose of the corridor profile studies, and study expectations, which were:

- Develop performance-based solutions that can be evaluated through the statewide P2P programming process
- Address needs in strategic locations that provide the most value for the investment
- Develop tools that ADOT can use to track corridor performance and levels of need over time
- Provide initial statewide comparison of need across all 11 strategic corridors

The specific corridors were described and the overall corridor profile study process was detailed.

3.2. District Discussion

The study team communicated with relevant ADOT Districts to introduce the project and gather information about the I-10/SR 85 corridor. The following summaries provide an overview of the information gathered.

Southwest District representatives participating in this study include Isabel Garcia, Paul Patane, Danny Soliz, Michael Jones, Bruce Fenske, and Frank Hakari. Southwest District representatives suggested adding a summary of the following studies and included relevant recommendations from these documents to the Literature Review:

- Statewide Weigh-in-Motion Final Feasibility Report
- 395th Avenue & I-10 TI Final DCR
- I-10 West Quartzite TI PA
- Gila Bend Small Area Transportation Study
- I-10 Tyson Wash Bridges IPA

MAG representatives participating in the study include Chaun Hill. WACOG representatives participating include Felicia Mondragon and Justin Hembree.

3.3. Next Steps

The next steps in the Corridor Profile Study process will be to collect and analyze a range of recent data, identify current needs and deficiencies, and develop a vision for the corridor. The previously recommended projects documented in this working paper will be used as baseline for project recommendations, although current data will be used to verify need and priority. These recommendations will help to understand the corridor, ultimately building the foundation for identifying strategic corridor investments in the categories of preservation, modernization, and expansion in the performance areas of Pavement, Bridge, Mobility, Safety and Freight. The identified strategic investments will be considered with other candidate projects in the ADOT programming process.